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**AMENDMENTS TO THE SPECIFICATION**

Please replace paragraphs [0006] and [0007] with marked-up replacement paragraphs [0006] and [0007] listed below.

**[0006]** FIG. 1 is a block diagram of a powertrain control system; and

**[0007]** FIG. 2 is a timing diagram illustrating operation of the invention[.];  
and

Please add new paragraph [0008] listed below.

**[0008]** FIG. 3 is a flowchart illustrating operation of the invention according to an exemplary embodiment.

Please insert after Paragraph [0016] new paragraphs [0017] and [0018] as follows:

**[0017]** Referring to Figure 3, a flowchart is provided to illustrate operation of the invention according to an exemplary embodiment. The engine is started, step 301, with the engine RPM being generally higher than a typical engine RPM. Once a D/N signal change is detected, step 302, the failsafe timer is initiated, step 303, and the engine RPM is instructed to be reduced, step 304, by a predetermined RPM. Additionally, upon detection, step 302, of a D/N signal change, an impending shift signal may be generated, step 307, to increase output torque, step 308, of the engine. Prior to shifting the transmission into the drive gear, engine RPM is compared, step 305, to determine whether it equals a typical engine RPM. If not, the failsafe timer is checked,

step 306, to determine whether it has expired. These two operations are repeated until one or the other situations is satisfied, at which time the transmission is allowed to shift, step 315, into the drive gear.

**[0018]** Referring to Figures 1-3, according to an exemplary embodiment, step 301 corresponds generally to time 42. Step 302 generally corresponds to time 62; and step 307 generally corresponds to time 92. Failsafe timer of step 303 generally corresponds to failsafe timer 100; and condition 306 wherein the failsafe timer has expired generally corresponds to expiration 102 of failsafe timer 100. Steps 302-315 are generally performed by the PCM 10.